

MINUTES OF THE MEETING

September 16, 1999

Projects Reviewed

Convened: 8:30am

WSCTC - Expansion: Ninth Avenue & Pike Street
Lighting Plan
Lobby

SW Precinct
Thornton Creek ELC
346 15th Avenue East
Lincoln Park Annex

Adjourned: 2:30pm

Commissioners Present

Gail Dubrow
Robert Foley
Jeff Girvin
Nora Jaso
Jon Layzer
Peter Miller

Staff Present

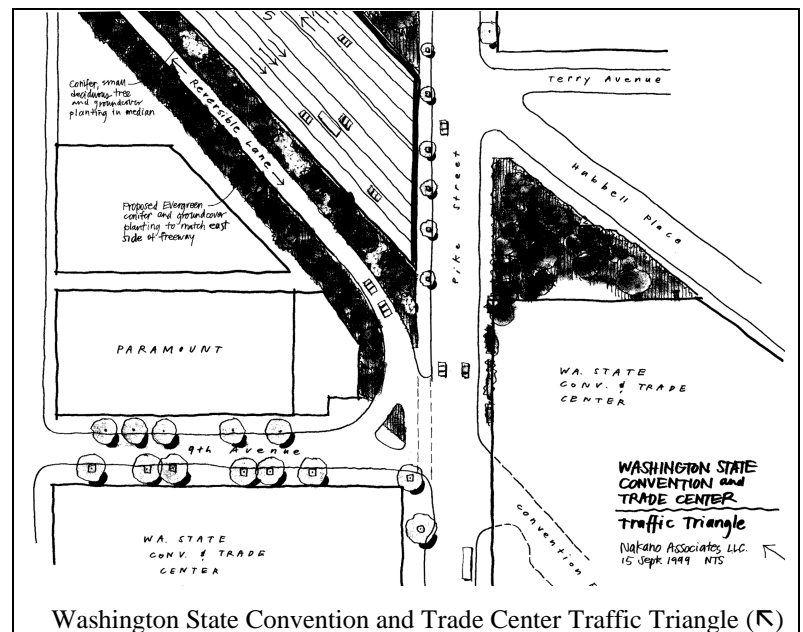
John Rahaim
Layne Cubell
Peter Aylsworth
Robert Scully
Karen Sherwood
Cheryl Sizov
Kelly Rodriguez Walker

091699.1 Project: **WSCTC – Expansion Ninth Avenue & Pike Street**
 Phase: Conceptual
 Previous Review: January 21, 1999
 Presenters: Chuck Hartung, Washington State Convention and Trade Center
 Evan Mather, Nakano Associates
 Kenichi Nakano, Nakano Associates
 Attendees: Beverly Barnett, Seattle Transportation
 Shane Dewald, Seattle Transportation
 Dan Johnson, Washington State Convention and Trade Center
 Matt Lampe, Executive Services Department
 Vince Lyons, Design Construction and Land Use
 Steve Mah, Seattle Transportation
 Christine Scharrer, LMN Architects
 Glenn Weiss, Washington State Convention and Trade Center

Time: 1.0 hr. (SDC Ref. # DC00028)

The Expansion Project of the Washington State Convention and Trade Center is in the construction stage. The steel will go up in mid October and by mid February, all of the steel will be in place except for the upper part of the office and concrete towers. The street vacation conditions call for additional work at the corner of Ninth Avenue & Pike Street. Since most of the street components have been integrated, it would be advantageous to do work across the street from the project as opposed to on the same corner. Preliminary research has indicated the benefit of this approach. The wayfinding project that was presented one month ago is also under way. There are five wayfinding signs under the demonstration project that will be built before the World Trade Conference in November. This project has gained importance, as the signage will make an initial and lasting impression on visitors, commuters, pedestrians and conventioners.

Circulation in this area has presented challenges; not the least of which is the pedestrian route down Pike Street, across the crosswalk and over to the new Convention Center Expansion. Another area of circulation concern is vehicle entry and exit from the nearby express lanes. Further, although there are some plantings behind the Paramount Theater, the area between interstate five and the express lane consists of barren asphalt. This proposal calls for the removal of the asphalt overlay and the installation of plants along Pike Street and the I-5 on-ramp. In an effort to visually unify the area, new plantings could be installed on the back of the Paramount Theater that will mimic the ones along interstate five.



Four conceptual schemes have been considered for the triangle at the intersection Ninth Avenue and Pike Street and Fourth and Pine Streets, and are all similar with regards to the pedestrian access along Pike Street. The first scheme addresses the existing pedestrian right-of-way along Pike Street. Because of its narrow width, it is constricted and has a metal railing on an 18-inch high concrete wall. The design

proposes to remove these two elements and reconstruct the sidewalk so it is a consistent 12 feet. A new railing would be installed adjacent to the on-ramp to provide general safety and a barrier for children. The existing disabled ramp will also be relocated to the tip of the sidewalk. The plantings along this edge would become a part of the overall experience of the area. The second scheme addresses the island by maximizing the planting and reducing the size of the triangle to allow for easier truck access into the Paramount Theater service entrance. (Reducing the size of the triangular traffic island is a previous Council CCUP condition, and is a feature of all four conceptual schemes.) The third scheme allows for a combination of planting and paving and the fourth provides a decorative paving pattern that mimics the sidewalk across the street.

Discussion:

Jaso: Will the island provide a landing point for pedestrians crossing Ninth Avenue along the north side of Pike Street?

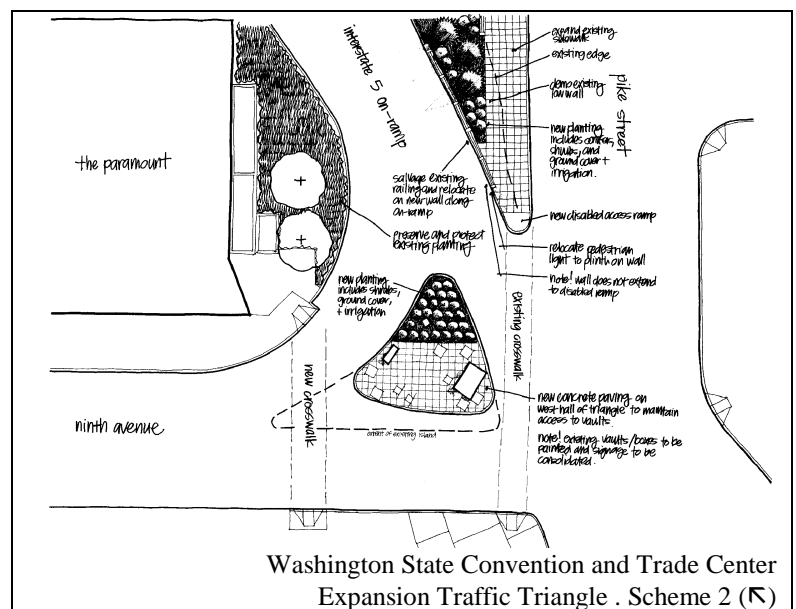
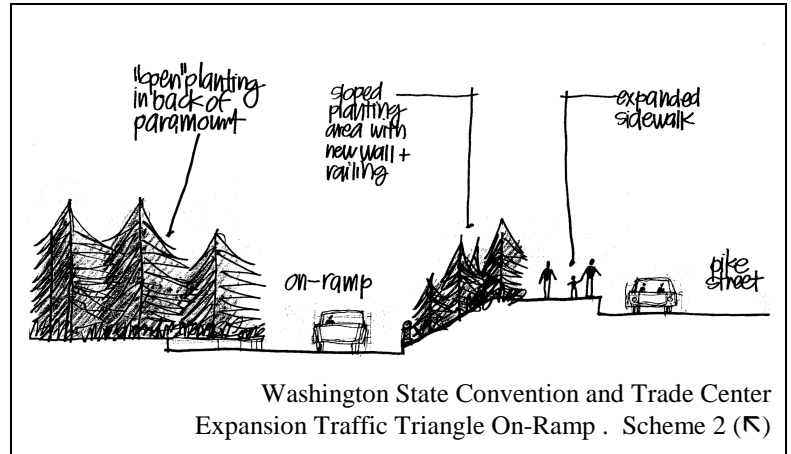
Mather: In the fourth alternative schemes, we have incorporated planting and paving in order to allow for pedestrian access. In this scheme we do not have any planting but do attempt to tie in the circular decorative paving pattern along Pike Street onto the island.

Nakano: One of the ideas in this scheme is to tie in the colors of the power poles and lighting with the colors being used on the kiosks.

Mather: We have refined our second scheme to include a combination of planting and paving that allows for pedestrian access across Ninth Avenue to the Paramount Theater. The Department of Transportation wants to implement a crosswalk at the Paramount Theater edge. We have also tried to integrate some tiered planters similar to the ones at the Convention Center. And, in a continuing effort to better unify the area, we may try to redo all of the planting in back of the Paramount Theater.

Jaso: Will the large blinking express lane sign be removed?

Hartung: From the perspective of the Department of Transportation, there is a minimal amount of consolidation that can occur due to the complex system of electronics,



signage and traffic patterns in the area. We have discussed this project with them and they have approved the idea to minimize the island. However, the Department of Transportation does not want to change the location of any signs. They will allow us to paint them a different color. As a result of our commitment to doing work on the island, the notion of enhancing the triangle with landscaping and mimicking the same across the street was developed. Our priorities are to improve the island and the adjacent sidewalk.

Dubrow: What street vacation condition is this project responding to?

Weiss: The conditions of the project include: reducing sign clutter in the area; insuring that the display windows on the MOHAI (Museum of History and Industry) are kept intact; providing additional sidewalk elements or uses that will add visual interest and pedestrian activity at the north west corner of Ninth Avenue and Pike Street.

Layzer: I support the direction of the project and the efforts to improve what is now a dangerous pedestrian crossing.

Lampe: The pedestrian flow along Pike Street is primarily on the Convention Center side. This is because it is more sheltered and because the Ninth Avenue crosswalk is so dangerous.

Layzer: The success of the retail activity along Ninth Avenue is greatly dependent on its accessibility and pedestrian vitality.

Foley: Does the Department of Transportation have any future plans to add another lane to the on ramp?

Hartung: They do not have any long range plans to significantly change the on ramp.

Lampe: Early on there was a discussion of Pike Street being two-way. As the project developed and traffic studies were generated, this notion was refined to the potential of Pike Street being two-way to Eighth Avenue so that south bound traffic could turn right on Pike Street. In turn, we treated the curb and side area on that block with the potential that an additional lane that could be carved out. The traffic studies were provided to Seattle Transportation who expressed interest but only wanted to reserve it as an option for the future. A lot of that has to do with other traffic problem areas that they have issues with such as the intersection at Seventh Avenue and Union Street. In that discussion it was suggested that maybe it's better to do something two way on Ninth Avenue rather than taking it down to Eighth Avenue. This was just a thought but you should be aware that there are other options that have been discussed. Making Ninth Avenue two-way may not work with the island situation. But the option that has been studied the most is to take it down to Eighth Avenue.

Dubrow: It would be helpful to have a perspective drawing looking back toward the corner of the building and the intersection. This drawing could help inform our decision of whether improving the corner directly at the building would be the way to go, or is this view outward to the connective streets the right direction.

Hartung: The design changed several times when MOHAI became involved. The ground level has always been glazed retail space, but a large exhibit display window was proposed on the upper level.

Dubrow: Where are the major entries?

Hartung: On Pike Street and Ninth Avenue.

Dubrow: We can assume that retail will animate the corner.

Hartung: Yes. Also, the large picture window above fronts MOHAI and we have their commitment that they will maintain continuous displays in the window so there is constant visual activity.

Dubrow: Do you have a preferred alternative?

Mather: I think it is important to maintain some planting and paving so I prefer the fourth alternative that combines both.

Nakano: Should we express the decorative paving pattern or should it reflect the standard city two by two grid?

- Foley:** I think it's wonderful that you are considering the treatment along the on-ramp and that it is very meaningful with regard to the corner condition. Further, planting along the on-ramp lessens the need to plant the island. I think it is important to treat the area along the south façade of the Paramount Theater. Additionally, as you look at the island, consider the possibility that pedestrian traffic heading west on Pike Street may also want to go north on Ninth Avenue. This scenario favors the scheme that is less heavily planted and has better sight lines.
- Hartung:** The issue of people getting trapped on the island has come up.
- Girvin:** Could truck access to the Paramount theater be accommodated by leaving the island at its existing size and installing roll curbs and paved surfaces?
- Jaso:** I agree that if I am approaching the island from the west, I don't think I would feel invited to stop if it is covered with plantings. As a pedestrian, I would like the option to stop on the island. I'm not suggesting that the entire space should be paved, but I think we should encourage the design team to claim as much space for the pedestrian as possible.
- Layzer:** I want to reinforce the idea of extending the planting and that the corner of Ninth Avenue and Pike Street is fine in terms of the design. The remaining issues are with the pieces that are facing it. I like the idea of extending the lush planting pattern of the Convention Center as far as possible, especially along the on-ramp, as this establishes an expectation of green space. I support the notion of some planting on the island but agree that it should welcome pedestrians crossing the streets.
- Jaso:** Regarding the new crosswalk on the north side, does it make more sense to cross diagonally through the island and over to the retail corner rather than straight across just west of the island?
- Layzer:** It would make sense to extend the triangle into the existing Pike Street crosswalk with ramps on either side so it becomes a formal landing that could possibly slow down the traffic heading east bound on Pike Street?
- Miller:** With regard to the future of Seattle, this is a remarkably pivotal & symbolic spot for the city. It will be one of the main pedestrian entries to the city, particularly with the increase in retail. It will serve as a main entry so the concerns of the committee should consider this long-term use.
- Action:** **The Commission appreciates the presentation and makes the following comments and recommendations.**
- **The Commission feels this is a reasonable response to the conditions;**
 - **supports the decision to extend the plantings along the I-5 express lane on-ramp;**
 - **supports the notion of giving priority to pedestrians over plantings on the island, but encourages a mix of landscape and paving;**
 - **recommends minimizing the number of crossings to the convention center and urges a move toward stronger connections by utilizing the pedestrian island; and**
 - **encourages an on-going dialog with city department staff and adjacent property owners.**

091699.2 Project: **WSCTC – Expansion Lighting Plan**
 Phase: Briefing
 Previous Review: January 21, 1999
 Presenters: Chuck Hartung, Washington State Convention and Trade Center
 Attendees: Beverly Barnett, Seattle Transportation
 Shane Dewald, Seattle Transportation
 Dan Johnson, Washington State Convention and Trade Center
 Matt Lampe, Executive Services Department
 Vince Lyons, Department of Construction and Land Use
 Steve Mah, Seattle Transportation
 Evan Mather, Nakano Associates
 Kenichi Nakano, Nakano Associates
 Christine Scharrer, LMN Architects
 Glenn Weiss, Washington State Convention and Trade Center

 Time: .75 hr. (SDC Ref. # DC00028)

The Washington State Convention and Trade Center Expansion Lighting Plan is a complex project for a complex condition. In part, this project responds to the recommendation for a higher light level environment on the surrounding streets. Three globe fixtures spaced thirty foot on center will be used on the north side of Pike Street and standard cobra head poles will be used on the corners. Standard cobra head lights will be installed on the south side of Pike Street in addition to the existing three globe fixtures at the alleys, the city standard. The rest of the project lighting, except for the Eighth Avenue tunnel, adheres to city standards; cobra head poles at Seventh Avenue, a combination of cobra head poles on the corners and two globe fixtures on Pine Street. Ninth Avenue will have a combination of the existing or new cobra head poles to match and reflect the revised fixtures at the Paramount Theater.

One important aspect of the project design was the problem of how to light the glass canopy and the underside of the pedestrian bridge. The latter harbors a series of curved coves with a corresponding series of fluorescent lights that together, cause the bottom of the cove to glow. The arch of the canopy has been lit in two ways: light fixtures at the “knuckle” points on the south columns that make the overall structure glow, and fixtures at the apex points of the curved vault on both sides of the street that wash the arches. As seen in the night-time rendering, the design will cause the entire arch to glow. A functional down-lighting system will illuminate the interior of the pedestrian bridge. The concept for the Eighth Avenue tunnel is to provide down-lights on both sides of the sidewalk and four up-lights that will cast an even glow on the entire vault.

Discussion:

- Jaso:** What will be the finish material of the vault?
Hartung: The in-between areas will be smooth pale gray metal panels with a high to semi-gloss paint. The ribs will be painted cement plaster. Another element we have considered is the open truck bridge that is about 38 feet above the ground. Part of the concept was to highlight the underside of the steel frame structure so there would be lighting on both sides of the street. We have placed a series of down-lights on the south area over the existing sidewalk that will provide the sidewalk with ample light.
Foley: Do the three globe streetlights exist on Pike Street?
Hartung: They currently exist along First & Second Avenue, through our project and on to Hubbell Street. The look of the streetlights would be continuous.
Jaso: Who was the lighting designer?
Hartung: Horten+Lees Lighting Design.

- Jaso:** Considering the fact that it is extremely difficult to light thin structural forms, I am concerned that the proposed scheme will not produce the desired effects. Have you constructed mock-ups?
- Hartung:** No, but we did extensive calculations. Given the construction schedule, it is possible that we will have time to do full-scale mock-ups on the actual structure.
- Jaso:** Were other lighting designs considered?
- Hartung:** The concept was to make the canopy the central feature of the cityscape between Seventh and Ninth Avenues and so highlighting it was the main objective.
- Jaso:** The lighting on the Eighth Avenue bridge appears to cast an uncomfortable light in a space that demands a more vibrant effect.
- Foley:** I agree. The rendering of Eighth Avenue looks different than what would be achieved by the chosen lighting scheme. The illustration resembles a valence light where the light source is greatest at the rib. In actuality, the rib will be illuminated as much as the vault and we won't see the contrast that the rendering shows.
- Girvin:** Is there a proposal for up-lighting on the pilasters in the space between the top of the windows and the bottom of the vault on Eighth Avenue?
- Layzer:** Because of the glazing on the MOHAI project and the bollards on the block, I don't think it will be as much of a dead space as others. I support the indirect lighting and the ambient experience it would create.
- Mah:** The proposed lighting on the canopies seems really bright. How will you deal with the light level transition from surrounding streets?
- Hartung:** It really isn't that bright. The average street fixture in downtown Seattle produces about five to six foot-candles at the fixture. Between the fixtures it drops to two to three foot-candles. In this project on Eighth Avenue, the average foot-candle level is about eleven. So it is brighter but not as bright as an average day when the foot-candle level is typically over 400.
- Foley:** Will there be light in MOHAI at night?
- Hartung:** Yes, at their main entry and windows.
- Girvin:** I would like to see more pedestrian scale lighting at the Ninth Avenue and Pike Street intersection.
- Miller:** I would like to see further articulation of the intent and principles behind the concept of the canopy lighting.
- Dubrow:** I appreciate that the design incorporates city standards and a response to the surrounding context. However, the principles behind this lighting design are unclear. It would be helpful to have the lighting design team present.
- Lyon:** The original commission reviewed this project and it was approved with conditions by the City Council. Master Use Permit and construction permits were issued. Today's discussion should be part of a continuing review.
- Dubrow:** I am not hearing a clear articulation of the principles behind the lighting. Therefore, I am not convinced that the approach will achieve the goals. I would like another presentation with the lighting designer present so we can engage in a more thoughtful discussion about the design principles.
- Hartung:** The overall objectives of the lighting plan are to provide a feeling of security and safety, to provide functional activity, to highlight the architectural forms and spaces and to compensate for shadows at street level created by structure.
- Lampe:** The question for the lighting designer would be to explain how the design was developed and how it will meet the objectives.

Action: The Commission appreciates the presentation and makes the following comments and

recommendations.

- **The Commission supports the street lighting scheme developed for Pike Street that runs through the project and the city standard street lights that surround it;**
- **has concerns regarding the lighting schemes for the Eighth Avenue tunnel and Pike Street canopy and would like the applicant to return with the lighting design team to clarify the design intent and provide better information on the design approach and technical means that will be used to achieve intent.**

Commissioner Layzer abstained.

091699.3 Project: **WSCTC – Expansion Lobby**
 Phase: Schematic
 Previous Review: November 19, 1998
 Presenters: Vince Lyons, Department of Construction and Land Use
 Glenn Weiss, Washington State Convention and Trade Center
 Attendees: Beverly Barnett, Seattle Transportation
 Shane Dewald, Seattle Transportation
 Chuck Hartung, Washington State Convention and Trade Center
 Dan Johnson, Washington State Convention and Trade Center
 Matt Lampe, Executive Services Department
 Steve Mah, Seattle Transportation
 Evan Mather, Nakano Associates
 Kenichi Nakano, Nakano Associates
 Christine Scharrer, LMN Architects
 Time: .5 hr. (SDC Ref. # DC00028)

The current phase of the Washington State Convention and Trade Center Expansion Lobby design outlines the details of the space using the guidelines set forth in the Department of Construction and Land Use Director's Rule, Number 21. The Rule outlines the general qualities of a public atrium. These qualities were established as guidelines for the new lobby design in the Council Conditional Use Permit. The Convention Center intends that the new lobby will be operated jointly with the existing and contiguous Galleria. The existing Galleria space provides a hillclimb assist, public lingering and seating, landscaping, changing art exhibitions, performance space and public restrooms on the second floor. The new lobby will be linked to the existing Galleria with a grand staircase, new elevators, new escalators, matching second floor levels and the expansion of the changing art exhibitions on the second level. Two spaces and two floors will operate as one. Below are the highlights of the proposed features of the Director's Rule, followed by the Washington State Convention and Trade Center response:

Intent: The intent of the atrium is that it accommodate passive and active activities. There will be a terrazzo mosaic on the floor by Ann Gardner that will respond to the four-storey sculpture above. A performance space will also be provided. Other components of the space include tables, chairs and movable and permanent planters.

Bonusable Area: An atrium shall be at least 2,000 square feet. This scheme provides 6,400 square feet.

Area and Dimensions: The atrium space should be arranged as one large, contiguous space with a minimum of thirty-foot spacings between obstructions. The only obstructions in this space are two columns that are spaced thirty feet apart.

Approximately three-quarters of the space shall have a minimum height of 24 feet and the ceiling height must be constant in the higher areas. With the additional 90 foot tall space in the north west corner, 63 percent of the designed lobby has a ceiling height of 23 feet 8 inches or higher.

The elevation of the atrium floor may vary but the maximum difference in grade between the highest and lowest elevation shall be approximately five feet; this design is within 95 percent of this rule.

Street Orientation: The atrium shall be accessible from the main lobby of the structure and 25 percent of perimeter walls must have clear glass; this project has 41 percent of the perimeter wall with clear glass.

Frontage on a Class I Pedestrian Street shall not exceed sixty feet; this project includes 167 feet.

Access and Hours of Operation: The space must be open to the public during normal business hours of the building and shall be available for public displays and performances. Hours of operation are 18 per day

plus a schedule of regular performances and exhibits. The art committee would like to hold exhibits on the second level rather than the first for security reasons.

The atrium must be directly accessible through entrances a minimum of approximately ten feet wide; this project has sixty feet of linear doors. Signage at the new lobby elevators and other parts of the building will indicate where destinations are located.

Access from a hillclimb assist must be at the same level as a landing along the route of the assist; elevators will accommodate this request.

To prevent the space from assuming a retail character, there shall be limits on the amount of retail space associated with it; currently there is no retail.

Landscaping and Furnishing: Up to ten percent of the area of the atrium, or 300 square feet, may be used for reserved seating for restaurants; currently there is no restaurant planned. Movable tables and chairs will be located in the atrium primarily in the area between the new atrium and the existing.

Fifteen percent of the atrium must be landscaped; a grand stair was designed with plantings on either side that total about two percent and the moveable planters add about five percent. The Convention Center has a commitment to provide plantings and want to first analyze public use of the space before establishing planter locations.

Perimeter walls, excluding windows, should be decoratively finished; the only blank wall is on the north side of the elevator core. The addition of decorative finishes to this wall would have a negative impact on Ann Gardner's hanging sculpture.

A minimum of approximately one lineal foot of seating for every thirty square feet of atrium area shall be provided. The seating may be moveable. The plan shows approximately 213 linear feet of seating. Approximately 45 percent of the seating is outside the designated lobby, but in the visible space between the lobby and Galleria. The current scheme shows five tables and anticipates people sitting on the planter edges and steps.

Lighting: A minimum of half the perimeter of the atrium shall have clerestorey windows. The Director may permit a combination of skylights and clerestorey; the Convention Center submits both 12 percent skylight coverage and 41 percent perimeter clerestory.

Discussion:

- Layzer:** I understand the subtlety of trying to come to terms with where the line between public and private should be drawn and feel comfortable with most of the exceptions. Although I am not too concerned with the density of the planters, I am concerned with the lack of seating.
- Lampe:** In a past presentation we showed a series of flexible seating options on high versus low event days. What we are showing today is the minimum option.
- Dubrow:** Although the Design Commission supports a flexible approach to meeting the Director's Rule, this design does not meet the requirements for public amenities. Most of the tables are located along a solid wall and are not visible from the sidewalk. You need to locate tables where they can be seen and pedestrians can know that the space is public and that they can sit and linger. I am also concerned about the lack of art and the fact that you have located the major public amenities on the second level rather than the ground floor.
- Girvin:** I support looking at the entire space as opposed to what is within the technical atrium boundary. Most of the seating is located in the transition space at the top of the stairs; a natural eddy of pedestrian circulation. However, the moveable planters also provide smaller eddies where tables and chairs can be grouped. The new atrium lobby needs more moveable seating.

Hartung: This plan shows the scenarios for peak pedestrian flow periods. During non-peak periods the number of chairs and tables will be dramatically increased. I like the idea of fusing planters to create small eddy spaces.

Action: The Commission appreciates the presentation and makes the following comments and recommendations.

- The Commission is concerned about the location of public amenities such as the changing art program and restrooms on the second floor as opposed to the new public atrium;
- recommends maximizing the amount of seating and planters in the lower portion of the atrium where it is visible to pedestrians on the sidewalk;
- suggests that the design team brief city staff before the next presentation before the Design Commission.

091699.4 Project: **SW Precinct**
 Phase: Scope Briefing
 Presenters: Steve Arai, Arai Jackson
 Rich Murakami, Arai Jackson
 Kay Kirkpatrick, Project Artist
 Roger Valdez, Department of Neighborhoods
 Attendees: Tony Gale, Executive Services Department
 Barbara Goldstein, Seattle Arts Commission
 Time: 1 hr. (SDC Ref. # DC00117)

The South West Police Precinct is located in the middle of a Seattle police department service area in West Seattle. The project has been enthusiastically supported by the community and is viewed as a catalyst project for the area. From the beginning of the project, the design team has worked with the Seattle Police Department to identify the size and needs of the program. Additionally, the team will undertake the site master planning and will have the opportunity to utilize their findings in the schematic design of the precinct, which should be completed by mid, to late October. Design development will begin early next year with construction in the fall of 2000. The approximate size of the facility will be 30,000 square feet and the design will include the following program spaces:

- Anti-Crime Unit (ACT)
- Administration Offices (Admin)
- Crime Analysis Unit (CAU)
- Community Police Team (CPT)
- Investigations (Invstg)
- Ops Support Spaces (Op Supp)
- Patrol (Patrol)
- Patrol Clerk/Lobby (Clerk)
- Shared Support Stations (Support)
- Station Master (Station)
- Suspect Processing (Suspect)

There will also be a helicopter landing and fueling island. In terms of operations, there will be no emergency deployment from the precinct. Rather, all deployment of officers will take place in the field. This will alleviate community concerns about siren noise and other disruptive police activities.

A K-MART store is located on the site and will remain open during and after construction. The new facility will occupy a portion of the K-MART parking lot that they do not currently use or need.

The site is located in one of four activity nodes identified in the neighborhood plan. As a catalyst project, it is expected to stimulate future development in the area. The project team plans to integrate the facility with Longfellow Creek Watershed and Webster Detention Pond across the street, in addition to adopting sustainable principles of architecture and landscape design. Also, Seattle Transportation owns some green space to the east of the site that will hopefully be integrated into the project. The project will also work to improve the pedestrian environment in the area with a potential transit center and new sidewalks. As an adjunct project, the design team is working with the Department of Neighborhoods and the Delridge Neighborhood Development Association to look for ways to improve the area as a whole.

There are numerous multi-family developments to the south and another proposed on Sylvan Way. The shape of the facility will be influenced by K-MART's requirement of a 250 foot parking radius from the main entrance to the store. The design team is looking at two access points into the site from Delridge Way and Webster Street. The Delridge Way entrance would include a grade change of four to five feet from the sidewalk. The orientation of the building and the possibility of increased traffic on Webster are strong

concerns for the neighboring community. The project artist hopes to work closely with the sensitive landscape and community in developing artwork that is integrated with the architecture. Although specific art sites have not been discussed to date, there are several areas that could be addressed such as a public meeting area, fencing and the parking areas. Understandably, the artwork must be very durable for this 24 hour building.

Discussion:

- Jaso:** Do you see this facility as a storefront station?
- Arai:** Not quite. This will be a fully operational precinct. Its implementation will be staged over time and it will employ half of its staff by the year 2002, with full staff by 2010. Also, it is intended to serve the entire south west region of Seattle.
- Valdez:** We have been through a thorough process of community meetings. We have held a series of three public meetings in Admiral, Delridge and Georgetown. We outlined our design process and received input from the community about objectives. The architects did a fantastic job at responding to the feedback. In addition to siting issues, we reiterated that officers will be deployed from the field so the noise level will be minimal. Most of the input had to do with the successful integration of the project with the community. To this end, we are trying to get additional funding to examine the surrounding neighborhood in depth.
- Dubrow:** How did you determine the location of the entries into the site?
- Arai:** We have identified, in general, where we will need vehicle access on the frontages where they are shown, but they are not actual locations. We have worked closely with the police and they realize that the site will not accommodate as much parking as they would like. Our challenge is to accommodate the size of the required open space while not having it appear as vacant as it does today.
- Jaso:** Has there been any discussion with K-MART about a shared access easement?
- Arai:** No, but that's a good idea. We'll pursue it.
- Girvin:** I encourage you to mitigate the expanse of asphalt that is K-MART's parking area by integrating some landscape buffers that offer strong visual significance. I encourage you to look at the landscape as a functional item as well as an aesthetic one.
- Miller:** Depending on its level of attractiveness, your project will invite retail.
- Rahaim:** The importance of the urban design analysis cannot be emphasized enough; this site demands it. Does the neighborhood plan call for a pedestrian-scaled space that in turn requires density? Does the community want to create a town center here or is it just one node of several?
- Murikami:** This is just one activity node of several. We anticipate that housing density will increase which implies greater pedestrian movement and need for access to transit. We've been looking at siting the building, in a two-storey configuration, more toward Delridge Way in order to use it as a screen for the parking. We're also looking at taking advantage of the site topography by placing the private parking under the building with public parking on grade, which would provide more site area for landscaping.
- Rahaim:** The potential exists to work with Seattle Transportation to help make the street pedestrian friendly. Perhaps there is a way to locate the transit center within the structure.
- Layzer:** I think the design should anticipate a long term potential for adaptive reuse and infill of the site. For example, as you mentioned, screening some of the auto dependent use and minimizing its visual impact. I would also like to applaud the team on the thorough scope of this presentation.
- Dubrow:** Are there ways to meet the neighborhood planning goals and needs of the program while defining the project boundaries? Are there any other components you should consider integrating?
- Valdez:** We examined what the potential of the project could be and have attempted to balance the needs of the site and also look toward the future.

- Dubrow:** On the east side, K-MART is forcing design solutions that don't adhere to the project's goals. This in mind, perhaps you could involve the Design Center in the next inter-departmental meeting to discuss how we can assist this situation.
- Valdez:** What the neighborhood would really appreciate is support on the pending funds issue. We don't know if we will be able to get the funds and whatever the Design Center can do to assist the process would be helpful.
- Jaso:** I would like commend the Arts Commission and the design team for bringing an artist in at such an early stage.
- Foley:** I would like to acknowledge and applaud your process and for giving us a chance to participate early on. I also encourage you to involve the community when you look at the sustainability issues. This is a well run project worthy of recognition.
- Action:** **The Commission appreciates the early presentation and discussion of the project and makes the following comments and recommendations.**
- encourages the design team to revisit the project site boundaries and to take into account both city and neighborhood objectives; and
 - encourages the design team to further develop the urban design analysis with the help of the Design Commission staff.

091699.5 Project: **Thornton Creek ELC**
 Phase: Schematic
 Presenters: John Chiodo, Portico
 Mary Estes, Portico
 Pamela Miller, SPU
 Tom Paladino, Paladino Consulting
 Sherry Smith, Portico
 Attendees: Barbara Goldstein, Seattle Arts Commission
 Anthony Matlock, SPU
 Linda Regan, Crosswind Productions
 Steven Siegel, Artist

 Time: 1 hr. (SDC Ref. # DC00017)

The mission of the interpretive plan on this site is to serve local residents by interpreting the features of this urban watershed, illustrate the relationships among people, water and urban Eco systems; and demonstrate the effects of neighborhood watershed practices. The goal of the center is to foster the watershed ethic in the community. The current conceptual title for the project is: *living in the flow making observations, making meanings and making choices*. This concept is in the beginning stages of being mapped onto the site through four main pathways: water; water and people; water and animals; water and plants. The hope is that the visitor will be able to follow these interpretive paths in a linear fashion or, branch off to others in order to understand the inter connections.

SPU challenged the design team to think about the facility in the larger context of sustainable structures. Accordingly, the team is looking at the building components as a system of pedagogical tools. The Leed green building rating system will be used. For example, when rainwater hits the roof of a structure, how it drains and where it goes could potentially be an interpretive feature. Inherent in the rating system is a project quality designation of bronze, silver, gold or platinum; the client has expressed an interest in striving for the platinum rating.

Two low impact buildings will be placed at the center of the site to accommodate student and multi-purpose use, building services and an indoor interpretive gallery; however emphasis has been placed on student activity. Although the buildings have not been fully developed at this point, a sod roof may be employed on one of the structures.

The concept diagram is the result of a thorough process of community meetings and site analysis. The design team has learned that there is a potential for the acquisition of two pieces of property across the street from the site. The property connects to 35th Avenue and is an important confluence of the creek system. The project has also become part of the SEA Streets program and by default, the notion of parking has become an issue. The proposed circulation route winds down the edge of the site to a vehicular turn-around and an orientation courtyard; there will also be a gathering space off of this area that will accommodate the arrival of large groups. The courtyard will contain a rotating exhibit of vignettes and demonstration projects that will signal what is going on inside the site on a larger scale. The flexibility of the design will afford the same ability for change in the interpretive value of the project by remaining open to what the changing seasons illustrate. Further, the project team is working to identify a millenium component of the project that will be placed on a fast track for completion by Earth Day. Finally, the project artist will work closely with the team to create illustrative and harmonious designs.

Discussion:

Dubrow: So how can we be helpful to you at this point?

Chiodo: When we start pushing for a platinum rating, we could use some assistance with code conflicts that will invariably come up with the city.

- Rahaim:** It would be helpful to have some members from the DCLU at your next presentation before the Commission.
- Layzer:** You should also express your performance intent with regards to the code so that we get DCLU staff to think about the code as a performance-based code.
- Miller:** Can you explain the vehicle circulation and why there needs to be a terminus where you have shown it.
- Estes:** We decided that in order to keep the buildings at the scale of the neighborhood, that we should split them up and that the arrival to the site be met by both. Currently, most of the arrival into the Nathan Hale compound comes in from a leg of Meadowbrook.
- Layzer:** Regarding the additional property, is it possible to locate the classroom facility closer to the traffic circle? This would give you more interpretive space on the site.
- Dubrow:** It seems that one of your learning objectives might be to consider the impact of a typical residential usage on the watershed. But the notion of removing the existing houses on the parcel and replacing them with a classroom where you teach these theories seems counterintuitive to me. I hope you will think this through and perhaps consider these structures as interpretive projects.
- Layzer:** Programmatically, I think you could encourage people to make a drop off on 35th Avenue and then walk into the site during good weather. It may also be useful to think about the issues of bronze, silver gold and platinum as an interpretive, education project rather than simply a rating level to attain.
- Pamela Miller:** This site is exciting because it is a constant work in progress. As such, I want the demonstration and interpretive projects to continue to change with the times; technology, climate and issues of sustainability.
- Paladino:** Another important issue is that some of the interpretive areas can not be ADA compliant. How can we satisfy the city's requirements in this regard?
- Goldstein:** You could provide them with visual access and other alternative media.
- Dubrow:** Think about how you can provide a range of rich experiences for a range of people. Perhaps some of the sites are more accessible to someone with a disability than to those without.
- Pamela Miller:** This issue is very important to us because there is a handicap facility to the north of the site and Nathan Hale is a magnet school for children with disabilities. There are no curbs, gutters or sidewalks in the area and we want to make our site equally accessible.
- Foley:** What is the experience between the courtyard and the drop off?
- Chiodo:** We wanted to create a sense of place and community for the project. Perhaps the paving is articulated with ideas from the site. We wanted to use some backdrops that invite the community to participate and be a part of the experience. Perhaps we would implement an electronic media board that reports on what's going on at the site. The information on the board could be the result of interactivity in the field. When someone observes something on the site, they can access the board and key in their findings.
- Miller:** The project team shows great bravery toward the issues of sustainability. You will be ahead of your time if you can hold your ground, and hopefully the Design Commission can help you achieve your goals.
- Layzer:** As the design progresses, I encourage you to frame your presentation to city staff and the Design Commission in terms of how you are meeting the performance objectives of the code. We should be made aware of where you may be seeking exceptions from the literal interpretation to meet sustainable objectives.
- Action:** **The Design Commission appreciates the presentation and makes the following comments and recommendations.**
- **heartily supports this project and wants to see it succeed;**

- encourages the design team to minimize pavement on the site and to de-emphasize vehicular movement; and
- encourages the project team to come back often and advise the Commission of any help needed.

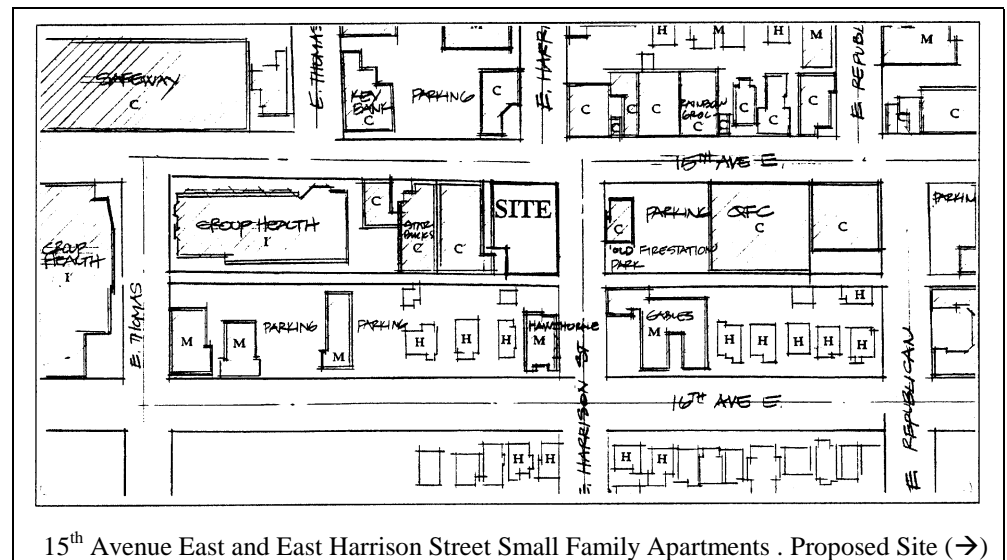
091699.6 Project: **346 15TH Avenue East**
Phase: Scope Briefing

Presenters: Bob Hale, Kovelenco Hale Architects
Barbara Schneider, Capitol Hill Housing Improvement Program

Time: .75 hr. (SDC Ref. # DC00120)

A City of Seattle lighting fund set aside for small family housing is funding this project. The site is a vacant bank building, built in the 1980's, located in the central core of the Fifteenth Avenue business district. Although a design has not currently been developed, this proposed mixed-use building affords 4000 square feet of commercial space on the first level and three floors of studios and one to two bedroom apartments. The existing building is approximately 18 feet high and will maintain this height on the commercial facade. Further, through a careful analysis of the context, character and zoning of the area, the goal is to seamlessly integrate this project into the Capitol Hill Neighborhood Plan. To the west of the site, zoning is L-3 residential which dictates a three-storey maximum building height. Volunteer Park lies four to five blocks to the north and Group Health hospital to the south. Heading east, the commercial district ends at the alley next to the site. Moving on down the block, the L-3 zone picks up again with a mix of private homes and classic apartment buildings. The entire area is a collection of mixed uses and materials that foster a vibrant community and, the nearby intersection of East Harrison Street and 15th Avenue is a designated urban center. Although the building height in the area is 40 feet, there is a 44-foot exception for housing.

A landscape easement with mature trees borders the relatively flat site. The objective is to maintain all of these trees except one that may have to be removed to provide access to an underground garage. Another objective is to provide living units with multiple bedrooms and to maintain the commercial street edge with ground



15th Avenue East and East Harrison Street Small Family Apartments . Proposed Site (→)

floor retail spaces. In an effort to enhance and complement the existing architectural fabric and character, the design team will carefully consider exterior finishes and hopes to expand on the courtyard element.

Discussion:

- Dubrow:** You presented a wide variety of examples of what currently exists on this street and I am eager to hear what you consider to be the strengths and patterns that you will draw from.
- Hale:** There is a common thread of bay windows and fine detailing of the local structures that we hope to emulate.
- Layzer:** I appreciate the extensive analysis you have done and would encourage you to trust your intuition. You have a diversity of materials on your palette that can serve you well.

Rahaim: It seems important to take care in how the building sits on the corner. It will appear taller than other buildings on the street and could potentially take on a landmark quality.

Girvin: I am pleased with your acceptance of the existing landscape easement and the possible development of a related courtyard. If you think children will reside in the building, the consideration of a passive outdoor space where children can go is a good one.

Action: **The Commission appreciates the early presentation and makes the following comments and recommendations.**

- **The Commission appreciates the thoroughness of the analysis of the site and surrounding context;**
- **is enthusiastic of the plans for mixed use at the site and the general approach;**
- **wants to reinforce the importance of the small landscape element within the site as well as the distinction between commercial and residential treatments.**

091699.7

Project: **Commission Business**

ACTION ITEMS:

MINUTES OF THE SEPTEMBER NINTH AVENUE MEETING: APPROVED AS AMENDED.

DISCUSSION ITEMS:

TIMESHEETS

LIGHT RAIL REVIEW PANEL UPDATE: Sizov

KIOSK TASK FORCE REPORT: Rahaim

PUBLIC OVERLOOK AT HIGHLAND & AURORA (DEXTER CT. N.): Rahaim

091699.8 Project: **Lincoln Park Annex**
 Phase: Scope Briefing
 Presenters: Karen Galt, Department of Parks and Recreation
 Time: .75 hr. (SDC Ref. # DC00118)

Lincoln Park Annex is a twelve-acre parcel Lincoln Park, located in West Seattle. The history of the site can be found in a document called, "Lincoln Park Annex," that was compiled by a member of the community. The property was purchased in 1922 as an addition to the existing park and with the exception of the addition of tennis courts in 1969, its use has changed little over the years. The site is located at the intersection of Fauntleroy Way South West and South West Webster Street and can be easily accessed through an adjacent parking lot and the immediate neighborhood. In the 1970's, the park experienced some land slide activity with the worst one occurring in 1983. A geo-technical engineer was employed to help design a solution to stabilize the slope.

The neighborhood is hoping to be involved in the current design that will include a community garden and p-patch. The top of the engineered slope of the site offers prime panoramic views that the design team hopes to provide access to for picnickers and other visitors to the site. Further, another important aspect of the design will be to remain sensitive the native species in the area. The project is in the beginning stages of the neighborhood planning process with the first phase of design to be completed in January.

Discussion:

Girvin: Will the tennis courts remain on the site?

Galt: Yes, they will remain.

Dubrow: What is the budget?

Galt: The design fee is \$8,500 and early implementation funds on the order of \$30,000 are available for possible design development.

Foley: Are there any current issues regarding the slope stability?

Galt: Not at this time, but the site is very sensitive. Fortunately there is a lot of information available on this aspect of the site in the event that it is needed.

Rahaim: Does the design team plan to maintain the natural greenscape or to integrate more hardscape?

Galt: Our inclination is to keep it naturally green but we will remain open to other opportunities and possibilities.

Girvin: Are there single family residences on the south side of the site?

Galt: Yes and on the north side. On the north west there are several multi-family residences.

Layzer: One way to think about this park is as a neighborhood or community destination rather than a tourist locale. Also, you may want to take advantage of the site's geological sensitivity and consider integrating it as an interpretive element in the design.

Action: **The Commission appreciates this scopeing briefing and encourages the design team to return as the design develops.**